RUDDER TRIM WHEEL - Trims the airplane in the yaw direction by causing a spring load to be applied to the pilot's rudder control system and thus to the rudder control tab. This spring is located in the cable operated irreversible screw mechanism installed in the tail cone area.

CONDITION CONTROL - (Four Handles) - The condition control lever operates a cable system that controls fuel to the engine and the propeller feathering valve. The full forward position is "RUN", which is the normal flight position. To shut off the fuel to the engine and feather the prop, the handle is lifted out of the "RUN" detent and pulled all the way aft. To start the engine in flight, the handle is lifted out of the aft detent and moved forward through "FUEL OFF" to "AIR START FUEL ON". When the desired rpm is obtained and light-off has occured, the handle is advanced to the normal flight position.

POWER CONTROL - (Four Handles) - The power control lever operates a cable system that controls fuel flow to the engine and pitch of the propeller. The angular travel of the lever contains a flight range, a ground idle range (beta control), and a reverse range. To obtain the reverse range, the lever is moved to the flight idle stop (aft position of the flight range), lifted 1 1/8 inches, then moved aft through the ground idle range (marked by two detents) to the reverse range.

POWER LOCK - (One Handle) - The power lock lever controls spring compression against the power control levers which provides friction to the levers to maintain a static position.

EMERGENCY AIR BRAKE - (Two Handles) - These two handles operate air valves in the L. H. wheel well. Double handles provide for differential metering control to the main wheel brakes in event of a hydraulic brake system failure. Pull for "ON".

WING FLAP - (One Handle) - The flaps are hydraulically operated and are controlled by this pre-position type control handle. To operate, lift the trigger on the handle and move the handle to the desired setting. Through a cable system this operates a hydraulic valve located behind the rear spar above the upper deck floor. A followup system returns the valve to off when the flaps reach the specified setting.

CONTROL SURFACE LOCK - (One Handle) - A two-position handle that operates a hydraulically boosted cable system for locking the three primary control surfaces in a faired position. The two positions are "UNLOCKED" and "LOCKED". The cable operates three overcenter latch mechanisms that accept the gust loads from the surfaces and transfers them directly to structure without loading up the cable systems. The handle also operates a throttle interlock linkage that prevents all four throttles being advanced to takeoff with the surfaces locked.